SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SHASTA DIVISION

44

To Take Effect Sunday, December 28, 1930, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER, *General Manager.*

R. L. RUBY, *Superintendent of Transportation.*

T. AHERN, *Assistant General Manager.*

J. W. FITZGERALD, *Superintendent.*

EASTWARD — REDDING SUBDIVISION — WESTWARD

Time Table No. 44
December 28, 1930

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco via Marysville		STATIONS	Distance from Dunsmuir	FIRST CLASS				THIRD CLASS				
	216	18	16	14	8					7	15	17	13	201	239	237	203	205
	Freight	Cascade	West Coast	Oregonian	Shasta					Shasta	West Coast	Cascade	Oregonian	Freight	Local Freight	Local Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Term. Yd. WOYPBK	6.10AM	11.29PM	2.25PM	6.40AM	1.40AM	213.8		TO-R GERBER	108.3	s 3.49AM	s 12.43PM	s 1.35PM	s 9.25PM	6.35AM	10.25AM		5.20PM	11.50PM
				f		215.8	2.0	PROBERTA	106.3									
85-46 P	**6.20**	**11.37**	2.34	6.49	1.49	218.9	3.1	RAWSON	103.2	3.40	12.34	1.26	9.16	**6.20**	10.10		5.07	**11.37**
49-49 WP	6.30	11.44	s 2.44	s 7.02	f 1.59	223.4	4.5	TO RED BLUFF	98.7	3.33	s 12.27	1.20	s 9.09	6.07	10.00		4.59	11.21
81 P	6.40	11.51	2.53	7.12	2.08	228.9	5.5	BLUNT	93.2	3.23	12.17	1.12	8.57	5.57	9.40		4.49	11.11
Spur 20						232.2	3.3	IVREA	89.9									
80 P	6.50	11.57PM	3.01	f 7.21	2.17	233.6	1.4	HOOKER	88.5	3.15	f 12.09PM	1.05	8.48	5.42	9.25		4.34	10.56
74 WP	7.02	12.05AM	f 3.10	s 7.30	2.26	240.4	6.8	TO COTTONWOOD	81.7	3.06	s 11.59AM	12.56	s 8.39	5.29	9.10		4.23	10.43
76 P	7.09	12.10	3.16	7.37	2.31	244.2	3.8	CULP	77.9	3.01	11.52	12.51	8.33	5.22	8.55		4.16	10.36
70 P	7.14	12.14	f 3.22	s 7.45	2.37	247.1	2.9	TO ANDERSON	75.0	2.56	s 11.47	12.47	s 8.26	5.16	8.45		4.10	10.30
91 P	7.25	12.22	3.31	f 7.54	**2.47**	253.5	6.4	GIRVAN	68.6	**2.47**	11.37	12.39	f 8.16	5.04	8.30		3.59	10.19
77-80 WBPK I	7.35	12.29	s **3.41**	s 8.11	f 2.58	258.2	4.7	TO-R REDDING	63.9	2.37	s 11.30	12.33	s 8.07	4.54	8.20AM	3.20PM	**3.41**	10.09
63 P	7.47	12.40	3.52	f 8.22	3.09	263.9	5.7	KESWICK	58.2	2.26	11.14	12.22	f 7.50	4.37		3.00	3.23	9.52
P			f	s		267.2	3.3	TO MATHESON	54.9		s		s					
49 WP	7.57	12.49	4.01	8.33	3.18	268.0	0.8	MOTION	54.1	2.17	11.05	12.13	7.39	4.23		2.33	3.10	9.38
81 P	8.05	12.56	4.08	f 8.40	3.25	271.0	3.0	CORAM	51.1	2.10	10.58	12.06PM	f 7.32	4.14		2.24	3.01	9.29
85 P	8.17	1.06	4.18	s 8.52	3.35	275.7	4.7	TO KENNET	46.4	2.00	s 10.47	11.56AM	s 7.21	4.00		2.10	2.47	9.15
57 P	8.24	1.12	4.24	f 8.59	3.41	278.3	2.6	PITT	43.8	1.54	10.41	11.50	f 7.15	3.52		2.02	2.39	9.07
83 YWPO	8.29	1.17	4.29	f 9.07	**3.46**	280.2	1.9	MORLEY	41.9	1.49	10.36	11.45	f 7.10	**3.46**		1.56	2.33	9.01
45 P	8.38	1.25	4.37	f 9.18	3.54	283.8	3.6	ELMORE	38.3	1.41	f 10.28	11.37	f 7.01	3.29		1.45	2.22	8.50
82 P	8.48	**1.33**	4.45	f 9.27	4.04	287.6	3.8	POLLOCK	34.5	**1.33**	10.19	11.28	f 6.51	3.18		1.33	2.10	8.38
75 P	8.57	1.42	4.53	9.36	4.14	291.1	3.5	SMITHSON	31.0	1.25	10.11	11.20	6.42	3.07		1.22	1.59	8.27
81 WP	9.18	1.57	s 5.08	s **9.59**	4.29	296.7	5.6	TO DELTA	25.4	1.13	f **9.59**	11.08	s 6.29	2.49		1.00	1.37	8.05
40 P	9.27	2.06	5.17	f 10.09	4.40	300.2	3.5	LAMOINE	21.9	1.04	f 9.50	10.59	f 6.19	2.38		12.49	1.26	7.54
71 P	**9.41**	2.15	5.26	f 10.18	4.50	304.0	3.8	GIBSON	18.1	12.55	**9.41**	10.50	f 6.10	2.26		12.37	1.14	7.42
72 P	9.47	**2.20**	5.31	f 10.23	4.56	306.0	2.0	FISHER	16.1	12.49	9.36	10.45	f 6.05	**2.20**		12.31	1.08	7.36
70 WP	10.00	2.29	5.41	f **10.37**	5.06	309.4	3.4	SIMS	12.7	12.41	9.28	**10.37**	f 5.57	2.05		12.20	12.57	7.25
81 P	10.09	2.38	**5.49**	f 10.50	5.14	313.1	3.7	CONANT	9.0	12.33	9.20	10.29	f **5.49**	1.53		12.05PM	12.45	7.13
56 P	**10.24**	2.44	f 5.55	s 11.00	5.23	315.3	2.2	TO CASTELLA	6.8	12.28	f 9.14	**10.24**	s 5.39	1.46		11.55AM	12.38	7.06
86 P	10.36	2.52	6.03	f 11.08	5.31	318.3	3.0	CASTLE CRAG	3.8	12.21	9.07	10.17	f 5.32	1.37		11.32	12.29	6.57
Term Yard PBK	10.45AM	2.59	6.10	11.15	5.38	321.2	2.9	TO-R DUNSMUIR YARD	0.9	12.14	9.00	10.10	5.25	1.25AM		11.25AM	12.20PM	6.45PM
Term Yd. WOTPBK		s 3.04AM	s 6.15PM	s 11.20AM	s 5.42AM	322.1	0.9	TO-R DUNSMUIR (Pass Sta.)	0.0	12.09AM	8.55AM	10.05AM	5.20PM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(4.35)	(3.35)	(3.50)	(4.40)	(4.02)			Time over District		(3.40)	(3.48)	(3.30)	(4.05)	(5.10)	(2.05)	(3.55)	(5.00)	(5.05)
	23.43	30.22	28.25	23.20	26.85			Average speed per hour		29.53	28.50	30.94	26.52	20.78	21.31	16.08	21.48	21.12

Automatic Block System (Gerber to Dunsmuir)

The schedule time of No. 237 at Redding applies at switch of connection to storage track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
14	Central Mine MP 265.9	Receive and Discharge	Any Station	Any Station	
14	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	
14	Flume MP 311.8	Receive and Discharge	Any Station	Any Station	
14	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station	
14	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station	
16	Kennet	Receive and Discharge	Any Station	Any Station	Fri.—Sat.—Sun.

Additional Stations:

Jessup Industrial Track	M. P. 249.2
Middle Creek Spur	M. P. 261.0
Central Mine	M. P. 265.9
Antler Spur	M. P. 290.5
Flume Spur	M. P. 311.8

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
7	Redding and Red Bluff	Receive and Discharge	Davis	Dunsmuir
13	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station
13	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station
13	Antler MP 190.5	Receive and Discharge	Any Station	Any Station
13	Cent. Mine MP 265.9	Receive and Discharge	Any Station	Any Station

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS 224 Freight	SECOND CLASS 218 Freight	FIRST CLASS 16 West Coast	14 Oregonian	6 Klamath	8 Shasta	18 Cascade	Distance from San Francisco via Marysville		Time Table No. 44 December 28, 1930 STATIONS	Distance from Klamath Falls	FIRST CLASS 15 West Coast	17 Cascade	13 Oregonian	5 Klamath	7 Shasta	THIRD CLASS 213 Freight	215 Freight	223 Freight	217 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. PBK	6.25PM	1.45PM						321.2		TO-R DUNSMUIR YARD	107.9						7.30AM	8.10PM	4.45PM	4.20AM
Term. Yd. WOTPBK			6.25PM	11.40AM	6.10AM	6.05AM	3.14AM	322.1	0.9	TO-R DUNSMUIR (Pass Sta)	107.0	s 8.40AM	s 9.55AM	s 5.00PM	s 11.35PM	s 11.45PM				
P				f				325.4	3.3	TO SHASTA SPRINGS	103.7			f						
86 P	6.40	2.10	6.38	11.55	6.23	6.18	3.27	326.1	0.7	SMALL	103.0	8.29	9.44	4.45	11.22	11.32	7.11	7.47	4.30	4.02
26 P	6.46	2.16	6.42	f 11.59AM	6.27	6.22	3.31	327.6	1.5	CANTARA	101.5	8.25	9.40	f 4.40	11.18	11.28	7.05	7.41	4.25	3.57
84 P	7.10	2.35	6.54	f 12.14PM	6.39	6.34	3.43	331.4	3.8	MOTT	97.7	8.13	9.28	f 4.26	11.06	11.14	6.39 6.29	7.29	4.12	3.43
87 P	7.22	2.43	7.00	f 12.22	6.45	6.40	3.49	333.5	2.1	AZALEA	95.6	8.07	9.22	f 4.19	11.00	11.08	6.19	7.22	3.55	3.29
108 WYP	7.40	2.55	s 7.12	s 12.37	f 6.55	f 6.50	3.58	336.7	3.2	TO MOUNT SHASTA	92.4	s 8.00	9.15	s 4.12	s 10.52	11.00	6.08	7.12	3.45	3.19
93 P	7.50	3.02	7.16	f 12.42	7.00	6.54	4.02	339.1	2.4	UPTON	90.0	7.55	9.10	f 4.05	10.47	10.55	5.59	6.56	3.20	3.11
80 YP	8.00	3.10	7.21	f 12.47	7.05	6.58	4.06	341.9 342.3	2.8	DEETZ	87.2	7.51	9.06	f 3.59	10.42	10.50	5.53	6.46	3.10	3.01
M-27 E-80 W-111 WYP	8.10PM	3.30	f 7.28	s 12.55PM	f 7.12	s 7.05AM	4.13	345.0	2.7	TO-R BLACK BUTTE	84.5	f 7.44	f 8.59	3.51PM	f 10.32	10.43PM	5.44	6.37	2.45PM	2.52
82 P		3.50	7.42		f 7.29		4.26	352.2	7.2	HOTLUM	77.3	7.29	8.47		f 10.15		5.23	6.17		2.30
113 P		4.02	7.53		f 7.38		4.35	357.2	5.0	BOLAM	72.3	7.21	8.39		f 10.05		5.08	6.03		2.16
83 P		4.15	7.59		f 7.44		4.41	360.7	3.5	ANDESITE	68.8	7.14	8.34		f 9.58		4.56	5.54		2.07
83 P		4.27	8.06		f 7.51		4.47	364.8	4.1	COUGAR	64.7	7.07	8.28		f 9.51		4.47	5.33		1.46
Spur 202								366.6	1.8	POMEROY	62.9									
125 WYP		4.52	8.13		f 7.58		4.54	368.5	1.9	TO-R GRASS LAKE	61.0	7.00	8.22		f 9.43		4.33	5.22		1.31
58 P		5.07	8.21		f 8.04		5.01	373.1	4.6	ERICKSON	56.4	6.53	8.16		f 9.35		4.18	5.07		1.09
81 P		5.14	8.27		f 8.11		5.06	377.2	4.1	PENOYAR	52.3	6.46	8.11		f 9.28		4.08	4.44		12.54
No siding YP		5.20	8.33		s 8.19		5.10	380.6	3.4	TO LEAF	48.9	6.41	8.07		s 9.22		3.59	4.32		12.42
91 WP		5.22	8.36		f 8.23		5.12	381.9	1.3	BRAY	47.6	6.39	8.05		f 9.16		3.55	4.29		12.39
80 P		5.29	8.41		f 8.29		5.17	386.0	4.1	KEGG	43.5	6.32	7.59		f 9.08		3.45	4.14		12.24
60 P		5.36	8.46		f 8.35		5.22	390.0	4.0	JEROME	39.5	6.25	7.54		f 9.01		3.35	4.04		12.14
96 101 WOY PBK		5.50	8.52		f 8.42		5.27	394.0	4.0	TO-R MT. HEBRON	35.5	6.18	7.49		f 8.52		3.25	3.50		12.01AM
61 P		5.55	8.59		s 8.49		5.31	396.7	2.7	TO MACDOEL	32.8	6.13	7.46		f 8.44		3.15	3.35		11.45PM
80 P		5.58	9.01		f 8.52		5.34	398.3	1.6	SOMERSET	31.2	6.11	7.44		f 8.40		3.05	3.32		11.42
61 P		6.05	9.08		f 8.58		5.39	402.6	4.3	MAY	26.9	6.05	7.39		f 8.34		2.55	3.24		11.34
96 P		6.13	s 9.15		s 9.08		5.44	407.1	4.5	TO DORRIS	22.4	f 5.58	7.34		s 8.28		2.45	3.16		11.26
61 P		6.21	9.22		f 9.16		5.50	411.6	4.5	CALOR	17.9	5.50	7.29		f 8.20		2.31	3.06		11.16
82 WP		6.28	9.29		f 9.22		5.55	415.6	4.0	WORDEN	13.9	5.44	7.24		f 8.14		2.11	2.57		11.07
61-32 P		6.34	9.33		f 9.28		5.59	418.2	2.6	ADY	11.3	5.40	7.20		f 8.09		2.04	2.51		11.01
69 P		6.43	9.41		f 9.36		6.04	422.3	4.1	MIDLAND	7.2	5.35	7.15		f 8.03		1.54	2.43		10.53
82		6.50	9.48		f 9.43		6.09	426.2	3.9	TEXUM	3.3	5.30	7.10		f 7.56		1.45	2.35		10.45
Term. Yd. WYOTPBK		7.00PM	s 9.55PM		s 9.50AM		s 6.15AM	429.5	3.3	TO-R KLAMATH FALLS	0.0	5.25AM	7.05AM		7.50PM		1.30AM	2.20PM		10.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.45)	(5.15)	(3.30)	(1.15)	(3.40)	(1.00)	(3.01)			Time over District		(3.15)	(2.50)	(1.09)	(3.45)	(1.02)	(6.00)	(5.50)	(2.00)	(5.50)
	13.37	20.55	30.57	18.00	29.18	22.50	35.47			Average speed per hour		32.92	37.76	19.56	28.53	21.77	17.98	18.49	11.70	18.49

Automatic Block System

Additional Stations { Graham Industrial Track M.P. 356.0
Ivan Spur M.P. 413.6

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First class trains of Cascade Line, with orders to meet or pass at Black Butte, use middle Siding, except when order states that order received by the westward train at Black Butte.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

Water Supply—Three quarter mile east of Cantara.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
14	Shasta Retreat..MP 323.8	Receive and Discharge	Any Station	Any Station
6	Any Station West Black Butte	Receive and Discharge	Any Station for points East of Black Butte	
6	Any Station East Black Butte	Receive and Discharge	Any Station	
16	Leaf or Mt. Hebron	Discharge		Points West of Gerber
16	Any Station	Discharge		Weed and East

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
13	Shasta Retreat....MP 323.8	Receive and Discharge	Any Station	Any Station
5	Any Station	Receive and Discharge	Any Station	Any Station

KIRK SUBDIVISION

Time Table No. 44

December 28, 1930

Capacity of Sidings and Spurs in Car Lengths	EASTWARD SECOND CLASS 386 G. N. Ry. Freight Leave Daily	220 Freight Leave Daily	EASTWARD FIRST CLASS 16 West Coast Leave Daily	6 Klamath Leave Daily	18 Cascade Leave Daily	Distance from San Francisco Via Marysville		STATIONS		Distance from Crescent Lake	WESTWARD FIRST CLASS 15 West Coast Arrive Daily	17 Cascade Arrive Daily	5 Klamath Arrive Daily	WESTWARD SECOND CLASS 207 Freight Arrive Daily	387 G. N. Ry. Freight Arrive Daily	THIRD CLASS 227 Local Freight Arrive Daily Ex. Sunday	209 Freight Arrive Daily	225 Local Freight Logger Arrive Daily Ex. Sunday	211 Freight Arrive Daily
Term. Yd. WOTYPBK	8.15AM	3.00AM	10.10PM	10.05AM	6.25AM	429.5	TO-R	KLAMATH FALLS	2.4	98.9	s 5.10AM	s 6.55AM	s 7.40PM	9.35AM	2.30PM	2.10PM	5.05PM	8.25PM	1.20AM
63 P	8.21	3.09	10.15	f 10.10	6.30	431.9		CHELSEA	2.1	96.5	5.04	6.50	f 7.32	9.25	2.21	2.00	4.57	8.17	1.10
66 P	8.27	3.15	10.20	f 10.15	6.35	434.0		WOCUS	4.9	94.4	4.59	6.46	f 7.27	9.18	2.15	1.50	4.50	8.10	1.03
110 P	8.37	3.27	10.26	s 10.23	6.41	438.9	TO	ALGOMA	3.7	89.5	4.53	6.41	s 7.20	9.09	2.05	1.35	4.40	7.55	12.53
62 P	8.44	3.37	10.31	f 10.29	6.46	442.6		OUXY	4.6	85.8	4.48	6.33	f 7.15	9.01	1.55	1.10	4.32	7.32	12.45
82 P	8.53	3.49	10.37	s 10.36	6.52	447.2	TO	MODOC POINT	4.6	81.2	4.42	6.26	s 7.08	8.53	1.45	12.59	4.23	7.17	12.36
67 P	9.02	4.01	10.43	f 10.42	6.58	451.8		LOBERT	4.9	76.6	4.36	6.20	f 7.01	8.43	1.35	12.45	4.13	7.05	12.26
170 WYPK	9.11	4.11	f 10.50	s 10.50	7.04	456.7	TO	CHILOQUIN	1.3	71.7	f 4.29	6.14	s 6.54	8.33	1.25	12.35	4.03	6.54	12.16
87 P	9.15	4.24	10.53	f 10.54	7.07	458.0	TO	PINE RIDGE	3.1	70.4	4.24	6.11	f 6.47	8.18	1.17	12.30PM	3.53	6.32	12.06
62 P	9.22	4.33	10.57	f 10.59	7.11	461.1		BRAYMILL	4.2	67.3	4.20	6.07	f 6.42	8.12	1.10		3.48	6.20	12.01AM
85 P	9.32	4.44	11.03	f 11.05	7.16	465.3		CALIMUS	3.8	63.1	4.14	6.02	f 6.34	8.01	1.00		3.40	6.05	11.53PM
Spur 18						469.1		MARTIN	1.2	59.3			f						
122-69 WYP	9.42	5.00	11.08	f 11.14	7.21	470.3	TO	KIRK	4.2	58.1	4.08	5.56	f 6.26	7.43	12.49		3.25	5.55	11.38
102 P	9.52	5.11	11.14	f 11.21	7.26	474.5		FUEGO	4.3	53.9	4.02	5.51	f 6.19	7.26	12.40		3.17	5.40	11.14
102 P	10.02	5.22	11.21	f 11.28	7.31	478.8	TO	CHINCHALO	4.6	49.6	3.56	5.45	f 6.13	7.13	12.31		3.09	5.25	10.53
102 W P	10.12	5.39	11.27	f 11.35	7.36	483.4		LENZ	4.8	45.0	3.50	5.39	f 6.06	7.05	12.22		3.01	5.10	10.43
102 P	10.22	5.52	11.33	f 11.42	7.41	488.2		MAZAMA	4.4	40.2	3.44	5.33	f 5.59	6.52	12.13PM		2.46	4.55	10.33
102 P	10.32	6.02	11.39	f 11.51	7.46	492.6		YAMSAY	5.4	35.8	3.38	5.27	f 5.53	6.45	11.51AM		2.38	4.41	10.25
102 P	10.43	6.12	11.46	f 11.59AM	7.53	498.0		DIAMOND LAKE	5.3	30.4	3.31	5.20	f 5.45	6.35	11.35		2.28	4.24	10.15
102 PBK	11.05AM	6.25	11.55PM	s 12.10PM	7.59	503.3	TO-R	CHEMULT	3.9	25.1	3.24	5.14	s 5.38	6.25	11.20AM		2.18	4.08	10.05
102 YP		6.40	12.01AM	f 12.19	8.04	507.2		PAUNINA	7.6	21.2	3.19	5.09	f 5.30	6.16			2.03	3.55	9.55
102 P		6.55	12.11	f 12.30	8.14	514.8		MOWICH	4.7	13.6	3.09	4.59	f 5.20	6.02			1.49	3.40	9.40
102 P		7.05	12.17	f 12.38	8.20	519.5		KOTAN	4.5	8.9	3.03	4.53	f 5.13	5.54			1.30	3.25	9.30
102 P		7.20	12.24	f 12.47	8.26	524.0		UMLI	4.4	4.4	2.57	4.47	f 5.07	5.45			1.15	3.15	9.20
Term. Yd. WOYPBK		7.35AM	s 12.32AM	s 12.55PM	s 8.32AM	528.4	TO-R	CRESCENT LAKE		0.0	2.50AM	4.40AM	5.00PM	5.30AM			1.00PM	3.00PM	9.05PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(98.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(2.50)	(4.35)	(2.22)	(2.50)	(2.07)			Time over District			(2.20)	(2.15)	(2.40)	(4.05)	(3.10)	(1.40)	(4.05)	(5.25)	(4.15)
	26.04	21.57	41.76	34.90	46.72			Average speed per hour			42 38	43.95	37.08	24.22	23.30	17.10	24.22	18.25	23.27

Automatic Block System (Braymill to Chinchalo)

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Great Northern Junction Switch.
The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

At Crescent Lake Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
6	Any Station	Receive and Discharge		
17	Chiloquin	Receive and Discharge	Berkeley, Oakland and San Francisco	Portland
18	Chiloquin	Receive and Discharge	Portland	Berkeley, Oakland and San Francisco

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS 224 Freight Leave Daily	FIRST CLASS 14 Oregonian Leave Daily	FIRST CLASS 8 Shasta Leave Daily	Distance from San Francisco Via Marysville		Time Table No. 44 December 28, 1930 STATIONS	Distance from Ashland	FIRST CLASS 13 Oregonian Arrive Daily	FIRST CLASS 7 Shasta Arrive Daily	THIRD CLASS 233 Local Freight Logger Arrive Daily Ex. Sunday	THIRD CLASS 223 Freight Arrive Daily
M-27 E-82 W-113 WYP	8.15PM	12.56PM	7.06AM	345.0	TO-R	BLACK BUTTE (2.0)	85.3	s 3.49PM	s 10.42PM	2.20AM	2.40PM
55 P	8.21	f 1.02	7.11	347.0 345.8		IGERNA (2.6)	83.3	f 3.43	10.35	2.10	2.25
56-109 WOYPKB	8.31	s 1.10	f 7.18	348.4	TO-R	WEED (5.0)	80.7	s 3.33	f 10.28	2.00AM	2.00
50 WYP	8.50	s 1.26	7.30	353.4	TO	EDGEWOOD (3.7)	75.7	s 3.20	10.14		1.26
73 P	8.59	1.32	7.36	357.1		METCALF (3.9)	72.0	3.11	10.08		12.55
71 P	9.11	s 1.40	7.42	361.0	TO	GAZELLE (8.1)	68.1	s 3.03	10.01		12.40
61 P	9.27	s 1.52	7.53	369.1	TO	GRENADA (6.4)	60.0	s 2.50	9.52		12.15PM
66 PK	9.43	s 2.08	s 8.03	375.5	TO	MONTAGUE (5.2)	53.6	s 2.38	s 9.43		11.50AM
68 YP	10.13	f 2.25	8.12	380.7		SNOWDON (5.5)	48.4	f 2.25	9.33		11.10
55 P	10.36	f 2.37	8.23	386.2		AGER (2.2)	42.9	f 2.14	9.21		10.50
24 P	10.45	f 2.43	8.29	388.4		THRALL (2.1)	40.7	f 2.08	9.15		10.35
44 WP	11.00	f 2.48	8.34	390.5		KLAMATHON (2.6)	38.6	f 2.02	9.08		10.20
79 Yard WOYPBK	11.55PM	s 3.03	s 8.49	393.1	TO-R	HORNBROOK (2.5)	36.0	s 1.55	s 9.01		10.00
67 P	12.10AM	3.12	8.55	395.6		PILOT (1.9)	33.5	f 1.40	8.46		9.11
70 P	12.20	f 3.20	9.00	397.5		ZULEKA (4.3)	31.6	f 1.35	8.41		9.00
51 P	12.50	s 3.34	f 9.13	401.8	TO	HILT (1.0)	27.3	s 1.21	f 8.29		8.00
22	12.55	3.36	9.15	402.8		COLE (0.8)	26.3	1.19	8.27		7.30
76 WP	1.00	3.38	9.17	403.6		ORCAL (3.8)	25.5	1.17	8.25		7.25
60 P	1.20	f 3.53	9.30	407.4		GREGORY (2.6)	21.7	f 1.07	8.15		7.08
69 P	1.35	f 4.02	9.38	410.0		WHITE POINT (2.2)	19.1	f 12.59	8.07		6.47
101 TP	2.00	s 4.13	f 9.48	412.2	TO	SISKIYOU (1.9)	16.9	s 12.50	f 7.57		6.35
62 P	2.15	4.18	9.54	414.1		VIADUCT (1.5)	15.0	12.40	7.47		6.22
25 P	2.30	4.23	9.59	415.6		WALL CREEK (1.3)	13.5	12.35	7.42		6.12
71 P	2.40	4.28	10.04	416.9		FOLIAGE (2.4)	12.2	12.29	7.37		6.02
59 WP	3.00	s 4.40	10.13	419.3		STEINMAN (3.6)	9.8	f 12.20	7.30		5.50
73 P	3.15	f 4.50	10.22	422.9		MISTLETOE (2.6)	6.2	f 12.08PM	7.20		5.30
71 P	3.30	f 5.00	10.30	425.5		CLAWSON (3.6)	3.6	f 11.59AM	7.13		5.15
Term. Yd. WOTPBK	4.00AM	s 5.10PM	s 10.40AM	429.1	TO-R	ASHLAND	0.0	11.50AM	7.05PM		5.00AM
	Arrive Daily	Arrive Daily	Arrive Daily			(85.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(7.45) 11.00	(4.14) 20.15	(3.34) 23.91			Time Over District Average Speed per hour		(3.59) 21.41	(3.37) 23.53	(0.20) 13.80	(9.40) 8.82

Automatic Block System (Black Butte to Ashland)

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD SECOND CLASS		EASTWARD FIRST CLASS 22 Passenger	Distance from San Francisco	Time Table No. 44 December 28, 1930	Distance from Klamath Falls	WESTWARD FIRST CLASS 21 Passenger	WESTWARD SECOND CLASS 259 Oregon Special	WESTWARD SECOND CLASS 261 Manifest
		260 Northwest Special							
		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. WOYPBK			1.50PM	457.9	TO-R ALTURAS YARD	97.9	1.50PM		
					0.9				
P			s 1.55 2.05	458.8	R ALTURAS	98.8	s 1.45 1.35		
					0.9				
Term. Yd. WOYPBK		3.30PM	2.10	457.9	TO-R ALTURAS YARD	97.9	1.30	8.00PM	5.45AM
					2.0				
66 cars		3.37	2.15	459.9	JUNIPER	95.9	1.25	7.53	5.38
					10.7				
76 P		4.00	f 2.30	470.6	FLETCHER	85.2	f 1.09	7.25	5.10
					7.1				
81 WYP		4.30	s 2.42	477.7	TO GHENT	78.1	s 12.56	7.05	4.35
					7.7				
79 YP		5.30	f 3.03	485.4	AMBROSE	70.4	f 12.36	6.25	4.05
					4.4				
77 P		6.00	f 3.11	489.8	BOLES	66.0	f 12.29	6.00	3.45
					3.8				
85 WYOP		6.35	s 3.17	493.6	TO HACKAMORE	62.2	s 12.22	5.40	3.25
					7.2				
77 P		6.55	f 3.29	500.8	MEARES	55.0	f 12.07PM	4.43	3.00
					5.3				
84 WYP		7.20	f 3.37	506.1	PEREZ	49.7	f 11.57AM	4.20	2.30
					9.3				
77 P		7.50	f 3.55	515.4	CORNELL	40.4	f 11.42	3.55	1.50
					8.9				
77 WP		8.15	f 4.10	524.3	STRONGHOLD	31.5	f 11.27	3.25	1.25
					5.4				
No Siding		8.26	f 4.18	529.7	TULE LAKE	26.1	f 11.19	3.14	1.04
					6.3				
No Siding		8.38	f 4.29	536.0	MALONE	19.8	f 11.09	3.02	12.52
					1.9				
77 P		8.45	s 4.33	537.9	TO MERRILL	17.9	s 11.05	2.55	12.45
					9.2				
77 P		9.15	f 4.48	547.1	STUKEL	8.7	f 10.50	2.30	12.15AM
					8.7				
Term. Yd. WOYTPBK		10.00PM	s 5.05PM	555.8	TO-R KLAMATH FALLS	0.0	10.30AM	2.00PM	11.45PM
		Arrive Daily	Arrive Daily		(98.8)		Leave Daily	Leave Daily	Leave Daily
		(6.30) 15.06	(3.15) 30.40		..........Time over District.......... ....Average speed per hour........		(3.20) 29.64	(6.00) 16.31	(6.00) 16.31

The schedule time and train orders of Nos. 21 and 22 at Alturas Yard applies at junction switch, Lake View Branch.

NO. 21 WILL HEAD AROUND WYE ALTURAS YARD AND BACK TO ALTURAS PASSENGER STATION.

NO. 22 WILL BACK UP FROM ALTURAS PASSENGER STATION AND HEAD AROUND WYE AT ALTURAS YARD.

MERRILL SUBDIVISION

Capacity of sidings and Spurs in Car Lengths	EASTWARD SECOND CLASS		Distance from San Francisco	Time Table No. 44 December 28, 1930	Distance from Lakeview	WESTWARD SECOND CLASS 35 Mixed		
		36 Mixed						
		Leave Daily Except Sun.		STATIONS		Arrive Daily Except Sun.		
P		2.10PM	457.8	R ALTURAS	54.5	s 12.40PM		
				1.9				
8			459.7	MATTES	52.6			
				7.2				
Spur 6			466.9	SURPRISE	45.4			
				11.7				
26-P		3.00	478.6	TO DAVIS CREEK	33.7	11.10AM		
				2.7				
Spur 24			481.3	GARRET	31.0			
				9.9				
10-P		3.30	491.2	TO WILLOW RANCH	21.1	10.40		
				3.9				
Spur 2			495.1	JOFFRE	17.2			
				2.7				
8-P		4.20	497.8	FAIRPORT	14.5	10.15		
				0.3				
23			498.1	NEW PINE CREEK	14.2			
				5.4				
Spur 1			503.5	SNELLING	8.8			
				8.8				
Term. Yd. WYPBK		s 5.30PM	512.3	TO-R LAKEVIEW	0.0	9.45AM		
		Arrive Daily Except Sun.		(54.5)		Leave Daily Ex. Sunday		
		(3.20) 16.35		..........Time over District.......... ....Average speed per hour........		(2.55) 18.72		

Additional Water Supply { Whittier Tank MP 128.1
Ramers MP 129.6

RULE 2. The following are designated Watch Inspectors:

San Francisco, 65 Market St., S. A. Pope, Manager Time Service.

Sacramento, Cal., 1022 K St., H. T. Harger	Klamath Falls, Ore........A. F. Glover
Red Bluff, Cal............G. C. Wilkins	Klamath Falls, Ore......F. W. Bertram
Redding, Cal.........F. R. Dobrowsky	Ashland, Ore............Chas. A. White
Dunsmuir, Cal........Chas. O. Carlquist	Alturas, Cal..............Wm. Mayben
Weed, Cal. ....Jos. Chenis	

Portland, Ore., Belding and Saxton, 245 Washington Street.

Following whistle signals will be used by Siskiyou line trains to recall flag between Junction Switch at Black Butte and Weed, and by Modoc Line trains between Stukel and Klamath Falls.

RULE 14 (d). From West, four long, one short.

RULE 14 (e). From East, six long.

Rule S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only first class trains and trains originating or terminating will register at Dunsmuir (Passenger Station). Two train registers will be maintained at Dunsmuir Yard, one for the Redding Subdivision and one for the Black Butte Subdivision.

Westward first class trains registering by ticket at Dunsmuir Yard must be shown only on the Redding Subdivision register. Registration of westward first-class trains arriving Dunsmuir (Passenger Station) and eastward first class trains leaving Dunsmuir (Passenger Station) will be transmitted by telephone by the operator at Dunsmuir (Passenger Station) to the operator at Dunsmuir Yard who must enter same on the Black Butte Subdivision register. Operators will be held responsible for proper transmission and entry and the entry must be verified by the operator at Dunsmuir Yard repeating the registration to the operator at the passenger station.

Only Nos. 11 and 13 and trains originating and terminating register at Weed.

RULE 83 (B). Trains except those originating or terminating register by ticket at

Chemult	Mt. Hebron	Dunsmuir Yard
Grass Lake	Black Butte	Redding

Nos. 17 and 18 register by ticket at Crescent Lake.

Westward G. N. Ry. trains register by ticket at Klamath Falls.

RULE 83 (C). The Black Butte Subdivision register at the yard office must be checked and any first class train appearing on the Black Butte Subdivision register at Dunsmuir Yard need not be checked against at Dunsmuir (Passenger Station).

RULE 83 (D). Westward first class trains obtain clearance before leaving Dunsmuir Yard.

Trains obtain a clearance before leaving Redding.

No. 36 obtain clearance before leaving Alturas.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

Gerber	Black Butte	Ashland	Crescent Lake
Red Bluff	Weed	Mt. Hebron	Alturas
Redding	Montague	Klamath Falls	Hackamore
Dunsmuir	Hornbrook	Kirk	Lakeview

Nos. 21 and 22 will use Cascade Line main track between Modoc Line junction switch and passenger station Klamath Falls under the direction of Yardmaster, and will proceed with caution expecting to find the main track occupied by Black Butte Subdivision trains moving at speed.

RULE 104. **BLACK BUTTE**

The normal position of Junction Switch (1200 feet west of Train Order Office) is for Cascade Line.

Track extending from connection at east end of east leg of wye to east end of yard will be known as EAST siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1000 feet east of Train Order Office, will be known as WEST siding. Track extending from connection at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as MIDDLE siding.

Trains moving in either direction between WEST and MIDDLE sidings must protect against overdue Siskiyou Line first class trains in accordance with Rule 99.

Helper engines may use that portion of Siskiyou Line main track between Junction switch and a point 200 feet east of wye switch, except when a first class train is due.

Siskiyou Line trains, except first class, must approach and move between a point 200 feet east of wye switch and junction switch prepared to stop, expecting to find engines turning on wye or trains or engines moving in either direction between WEST and MIDDLE sidings.

CHEMULT

Junction Switch of Great Northern Railway located in siding 130 feet east of west switch at Chemult. Normal position of Junction Switch is for Southern Pacific track.

KLAMATH FALLS

Junction switch of Great Northern Railway is located at Mile Post 428.4, 2773 feet east of west switch of yard. Normal position of switch is for Southern Pacific main track.

Modoc Line main track parallels south side of Cascade Line main track at Klamath Falls, from a point at Cascade Line Mile Post 427.023 and Modoc Line Mile Post 553.2 to Cascade Line Mile Post 427.786. Junction switch of Modoc Line and Cascade Line at Klamath Falls is 1000 feet west of Mile Post 428. Normal position of junction switch is for Cascade Line.

ALTURAS YARD

Junction switch of Lakeview Branch and Modoc Line main track at Alturas Yard is 480 feet west of Mile Post 458. Normal position of junction switch is for Modoc Line.

RULE 220. Third paragraph of rule will be complied with by Nos. 223 and 224 at Montague.

RULE 516. Overlap posts affecting trains are located:

Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210.
White Point—1000 feet west of signal 4104.
Viaduct—Fouling point west end of siding.
Wall Creek—Fouling point west switch.
Leaf—Fouling point west switch.
Texum—Near middle of yard.

Westward Trains:—Wall Creek—Fouling point west switch.
Pine Ridge—Near middle of yard.
Somerset—Middle of yard.

USE OF RETAINERS

Passenger Trains

Siskiyou to Ashland..............................All retainers.
Siskiyou to Orcal...................................All retainers.
Milepost 400 to Hornbrook....................All retainers.
Black Butte to Edgewood.......................Accessible retainers.
Azalea to east switch Dunsmuir.............Accessible retainers.
Ambrose to Ghent..................................Accessible retainers.

Retainers on head end cars must be left turned up from Orcal to Mile Post 400, but should be turned down momentarily if stop is made at Hilt.

Accessible retainers will be turned down after passing Yard Limit sign at Ashland.

Retainers may be turned down if stop is made at Shasta Springs or west.

In operating retainers, they should be turned up commencing at the head end, and when turned down, commencing at the rear end.

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Retainers will be turned up solid on head end of train in such number, depending upon the total weight of train, one operative retainer for the amount of M's shown as follows:

Siskiyou to Ashland............ / Siskiyou to Hornbrook..........	One (1) retainer for each 90 M's.
Azalea to Dunsmuir Yard....... / Black Butte to Edgewood....... / Ambrose to Ghent..............	One (1) retainer for each 120 M's.
Snowdon to Hornbrook.......... / Grass Lake to Azalea...........	One (1) retainer for each 200 M's.
Dunsmuir Yard to Gibson.......	One (1) retainer for each 400 M's.

Example: A train consisting of 80 cars 7,000 M's Grass Lake to Azalea requires 35 retainers and from Azalea to Dunsmuir Yard 58 retainers turned up solid on head end.

Sufficient retainers will be turned up, in the judgment of the engineer, to properly control trains of logs descending grade between Kirk and Chiloquin.

Retainers must be turned down momentarily ascending grade Orcal to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Additional retainers will be turned up or down on instructions of engineer if in his judgment it is necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

TRAIN AND AIR INSPECTION

RULE 827. Passenger trains descending grade will stop four minutes at Steinman and freight trains descending grade will stop as indicated below, where trainmen will make careful inspection of all cars in train:

Steinman or Foliage..10 minutes
Gregory or White Point..10 minutes
Orcal or Hilt...5 minutes
Weed or Edgewood...10 minutes
Mott or Azalea...5 minutes
Cougar or Andesite (except Weed Leaf Logger)...........10 minutes
Bolam (If stop not made at Andesite).........................5 minutes
Ghent...10 minutes

In addition to the designated stops for inspection no freight train will make a continuous run of more than fifty miles without a stop for inspection.

Trains handling logs must stop and inspection made by crew of load and chains before passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, and all crossings except 2nd, 4th, 15th and 18th, over Sacramento River, except local freight trains between Ashland and Hornbrook when handling few cars of logs loaded in gondola cars.

Two Dietz lanterns must be placed on rear of caboose after dark so that crew may observe track from rear door of caboose in order to enable them to detect any logs which may have fallen from train.

Where trains handling logs take siding for a passenger train, train must be inspected to see that proper clearance exists to insure safe movement for passenger train and no movement of the train attempted until the passenger train has passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

Running air brake test must be made:

Snowdon.......................................Eastward passenger trains.
Black Butte..................................Siskiyou Line passenger trains.
Grass Lake....................................Westward passenger trains.
Ambrose.......................................Westward passenger trains.

Standing air brake test must be made:

Siskiyou...All trains.
Grass Lake...Westward freight trains.
Hornbrook..Eastward trains.
Black Butte..Siskiyou line freight trains.
Ambrose..Westward freight trains.

Eastward trains which have made standing air brake test at Mt. Shasta or Deetz need not do so at Black Butte.

The tonnage of any freight train between Siskiyou-Hornbrook and Siskiyou-Ashland must not exceed 100 Ms per operative brake or 56 loads when handled on descending grade by Mallet, 2-10-2 or SP type engines. When other class engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train between Mt. Shasta and Dunsmuir, and between Ambrose and Ghent, must not exceed 120 Ms per operative brake.

INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE IN BRAKE PIPE

(a) Car inspectors must blow water out of yard air line fully and suddenly before coupling into train at any time.

(b) At Klamath Falls, Crescent Lake, Alturas Yard, Ashland and Dunsmuir Yard from October 1st to May 1st, upon arrival of freight trains, the hose on first five head end cars must be uncoupled and the brake pipe thoroughly blown out consecutively from an engine or yard air line.

(c) Before coupling engine to any train at any time from October 1st to May 1st, brake pipe must be blown out at angle cock on end of engine next to train, while engineman has brake valve handle in release position.

(d) Whenever any cars are set out en route at any time, the brake pipe must be blown out from the head end of the cars set out and the angle cock left open.

(e) Before starting descent of grade with freight train at Kirk, Grass Lake, westward, Black Butte with Siskiyou Line train, Siskiyou and Ambrose westward, between October 1st and May 1st, whenever freezing weather is liable to be encountered, the brake pipe at the forward portion of the train must be blown out by uncoupling the hose between the first and second cars, then opening angle cock on the head end of second car and rear of first car.

(f) An emergency hose must be applied on freight trains at the most accessible place between the 8th and 15th car from head end between October 1st and May 1st, except between Crescent Lake and Klamath Falls, in addition to the emergency hose in middle of train.

RULE 869.—Descending Steep Grades.

This applies between Edgewood and Black Butte
Snowdon and Ashland
Grass Lake and Delta.
Ambrose and Ghent.

AUTOMATIC BLOCK SYSTEM

Trains or engines stopped by signals 3208 or 3209 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288-4293 and 4297 at Ashland; 4292, 4293 and 4295 at Klamath Falls; 5282 at Crescent Lake, may proceed with caution, not exceeding 12 miles per hour.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as the turntable lead at Siskiyou (this is the track on the south side of main track used by helper engines in moving to and from turntable) will not pass signal 4125 until it is known that opposing train has passed signal 4112 at west end of tunnel 13.

When necessary to send flagman through tunnel 13, train must wait until flagman calls on telephone from opposite end of tunnel.

When distant signal 4145 at east switch Viaduct indicates caution, westward trains must be prepared to stop before reaching fouling point at west end of siding.

Signal 3218 at Dunsmuir governs movement from work track through crossover and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill track Dunsmuir Yard governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and track is unoccupied. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

Signal 5031 on Great Northern Ry. at junction switch, Chemult, governs movement of trains and engines from Great Northern Railway track to joint track.

Signal 5025 at derail on left side west end of interchange track, Chemult, governs movement from interchange track to main track.

Signal 4282 located at derail on Great Northern Railway at junction switch Klamath Falls, governs movement of trains and engines from Great Northern Railway track to joint track.

Station protection set is located at Hackamore. In addition to the application of other rules governing Automatic Block System, all trains approach Signals 4934 and 4937 prepared to stop, expecting to find motors or engines with or without cars of the Pickering Lumber Co., moving across main track between west end of siding on south side of main track and west end of storage tracks on north side. Dwarf type light signal No. 4936 governs movements of Pickering Lumber Co. from west end of storage track to west end of siding through connection with and over main track. Dwarf type light signal No. 4935 governs movements from west end of siding to main track and movements to west end of storage track through connection between main track and storage track. Derails or switches of connection between storage track and main track or of main track must not be unlocked or lined unless indicator shows block clear. If signals 4936 or 4935 do not display a green light within 2 minutes after first switch lined for movement desired, main track must not be fouled or occupied except under flag protection.

INTERLOCKING

Switches at east end of westward siding at overhead bridge Redding are electrically controlled and operated from telegraph office.

MISCELLANEOUS

Not more than one 2-10-2, SP-1 and 2, AC or Mallet class engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation. 2-10-2, SP-1 and 2, AC or Mallet class engines must not coupled ahead of 2200 or 2900 class engines when tonnage behind 2200 is in excess of its rating as shown in time tables.

At points where engine is to be changed or cars set out or picked up, on passenger trains rear brakeman will open steam valve on rear of train at station one mile board and engineman will shut off the steam one half mile from station.

Engines of freight trains on descending grades of 1% or over, also westward at Cottonwood, Chiloquin and Lenz, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineer will place automatic brake valve on lap, then sound one long whistle signal. Helper engineer will then make fifteen pounds reduction of brake pipe pressure, leading engineer noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineer that brake pipe has been recharged.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

Engines equipped with pilot plows must not be operated past log landings.

Instructions for setting hand brakes at:

DUNSMUIR

Passenger Trains................	Two brakes on East End. Three brakes on West End.
Freight Trains..................	Three brakes on East End. Ten brakes east of overhead bridge. Seven brakes on West End.

DUNSMUIR YARD

Passenger Trains................	Three brakes on East End. Four brakes on West End.
Freight Trains..................	Ten brakes on West End. Ten brakes in center of train. Five brakes on east end.

ASHLAND

Passenger Trains................	Two brakes on east end.
Freight Trains..................	Five brakes on east end. Five brakes on west end.

KLAMATH FALLS

Passenger Trains................	Two brakes on west end. Two brakes on east end.
Freight Trains..................	Five brakes on west end. Five brakes on east end.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls and Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

REDDING SUBDIVISION

At Redding, EASTWARD siding will be used by eastward trains and is first track from main track going east to connection with WESTWARD siding at water column. WESTWARD siding will be used by westward trains and is second track from main track going east and continues to overhead bridge.

Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Red Bluff..............	Pioneer Fruit Spur.
Redding................	Hoefer's and Sterling Lumber Co. Spurs.
Kennet.................	High Line Spur and Bridge.
Pollock................	Spur.
Lamoine................	Industrial Tracks.
Gibson.................	Spur.
Dirigo.................	Industrial Tracks.

Engines must not use crossovers to S. V. & E. Ry. or S. V. & E. Ry. storage track east of owner's post at Pitt.

Eastward trains, except first class, will not enter west end Dunsmuir Yard and westward engines and trains, except first class, will not pass signal 3213 at signal shop east end Dunsmuir Yard, without proceed signal from yardman.

BLACK BUTTE SUBDIVISION

The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir, Ashland and Grass Lake: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Deetz..................	Stem of Wye to Black Butte Quarry.
Igerna.................	Spur.
Weed...................	Shed Spur.

Locomotives must not operate over following Industrial Tracks:

Ager...................	Spur beyond signal just east of Road Crossing.

Thrall siding must not be used by passenger trains or engines heavier than 210 M's on drivers, except that two hundred feet of siding at west end may be used by light engines of any class. Engines must not use track of California, Oregon Power Co. at Thrall.

Engines heavier than 210 M's on drivers must not be operated on industrial tracks between Bray and Klamath Falls and must use cars from the train when necessary to do the work.

At Mt. Hebron EASTWARD siding will be used by eastward trains and is located on left side of main track going east. WESTWARD siding will be used by westward trains and is located on left side of main track going west. East connection switch on EASTWARD siding must be normally lined for Stock track.

When necessary to occupy McCloud River Railroad Company's tracks at Mount Shasta, including the west leg of wye it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

Freight trains which cannot get into clear at Cantara for first class trains will remain at Small or Mott.

Rear brakemen on freight trains descending grades between Black Butte and Metcalf, Snowdon-Ashland, Grass Lake and Dunsmuir will observe track from rear door of caboose that trains may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track. On four brakemen trains fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

Freight trains taking siding at Grass Lake stop east of east house track switch to permit engine movement around wye track. East and west house track switches, Grass Lake, will be normally lined for legs of wye. When there is a Westward train on siding Grass Lake, Eastward freight trains pull to clear west switch of siding and cut out helper through connection east of east leg of wye.

On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

Siding at Weed is located east of station building on opposite side of main track.

SP-1 and 2 type engines backing up must not use back coach track at Weed from east leg of wye.

Light engines arriving at Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long, two short."

At Ashland eastward freight trains use No. 1 track and when necessary double over to No. 3 track. Westward freight trains use No. 4 track and when necessary double to No. 2 track.

During the hours no yard engine is on duty, both freight and passenger trainmen will head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from engine house.

Westward passenger trains making station stop at Steinman will stop with rear end west of the east switch.

KIRK SUBDIVISION

Movements of Great Northern Railway trains and engines at Klamath Falls between initial switch east end of yard and Junction switch of Great Northern Railway, will be directed by Yardmaster.

Engines heavier than 210 M's on drivers must not be operated on industrial tracks between Klamath Falls and Kirk, except engines not heavier than 275 M's on drivers may operate over the following:

Algoma	Log Spur
Modoc Point	Lamm Lbr. Co. Spur

MERRILL SUBDIVISION

At Alturas Yard, trainmen will perform necessary switching, put engine away, take charge of engine at enginehouse and place on train, during the hours yard engine is not on duty.

Movement of engines and trains, except first class, between Alturas Yard and Alturas will be directed by yardmaster.

SCALES

Track scale at Matheson is private scale

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT ON TANGENT TRACK BETWEEN RAWSON AND REDDING AND BETWEEN MILE POST 355½ AND CRESCENT LAKE, THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS 7000 GALLONS OR LESS, EXCEPT TENDER CLASSES 70-R-1 AND 70-SC-1, WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT ON TANGENT TRACK BETWEEN RAWSON AND REDDING AND BETWEEN MILE POST 355½ AND CRESCENT LAKE, THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW:

Page No.	Between	PASSENGER						FREIGHT AND MIXED			LIGHT ENGINES				
											Running Forward				Running Backward
		Maximum	With T 1, 2, 7 to 23, 28, 31, 34, 36 M MK 5 to 9 Engines	With C 2 to 10, C 18 to 29 F 1 Engines	With C 11, 12, 14, 15 17 TW MK 2 and 4 G. N. Ry. F 5 Engines	With F 3, 4, 5, 6 AM MM AC 4, 5, 6 S. P. 1, 2, 3 Engines	With AC 1, 2, 3 MC 2, 4, 6, Engines	Maximum	With AC 1, 2, 3 MC 2, 4, 6 Engines	With Engine Running Backward	Maximum	M, T, C 2 to 10, C 18 to 29, MK 5 to 9, F 1, 3, 4, 5, 6, S. P. 1, 2, 3	AC 4, 5, 6 AM C 11 to 17 TW MK 2 and 4 MM G. N. Ry. F 5	AC 1, 2, 3 MC 2, 4, 6	All Classes
2, 3	Gerber and Rawson	50	50	45	40	45	40	35	35	20	35	35	30	30	20
2, 3	Rawson and Redding	60	50	45	40	45	40	40	40	20	40	35	30	30	20
2, 3	Redding and one mile east of Middle Creek	40	40	40	40	40	40	35	35	20	40	35	30	30	20
2, 3	One mile east of Middle Creek and Dunsmuir	28	28	28	28	25	20	20	20	15	28	25	25	20	15
2, 3	Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir							25	20	15					
4, 5	Dunsmuir and Azalea	25	25	25	25	25	20	20	20	15	25	25	25	20	15
4, 5	Azalea and Mt. Shasta	30	30	30	30	25	20	20	20	15	25	25	25	20	15
4, 5	Mt. Shasta and Deetz	50	50	45	40	45	40	35	35	20	40	35	30	30	20
4, 5	Deetz and Black Butte	25	25	25	25	25	20	20	20	15	25	25	25	20	15
4, 5	Black Butte M. P. 345 and M. P. 355½ Cascade Line	35	35	35	35	35	35	25	25	15	35	30	30	30	15
4, 5	M. P. 355½ and Klamath Falls	60	50	45	40	45	40	40	40	20	40	35	30	30	20
6	Klamath Falls and Crescent Lake	60	50	45	40	45	40	40	40	20	40	35	30	30	20
7	Black Butte and Edgewood	25	25	25	25	25	20	20	20	15	25	20	20	20	15
7	Edgewood and Snowdon	50	50	45	40	45	40	35	35	20	40	35	30	30	20
7	Snowdon and Ager	30	30	30	30	25	20	20	20	15	30	25	25	25	15
7	Ager and Thrall	25	25	25	25	25	20	20	20	15	25	20	20	20	15
7	Thrall and Hornbrook	30	30	30	30	25	20	20	20	15	30	25	25	20	15
7	Hornbrook and Hilt	25	25	25	25	25	20	15	15	10	25	25	25	20	10
7	Hilt and Cole	30	30	30	30	25	20	20	20	10	30	25	25	20	10
7	Cole and Clawson	25	25	25	25	25	20	15	15	10	30	25	25	20	10
7	Clawson and Ashland	30	30	30	30	25	20	20	20	15	25	25	25	25	15
8	Alturas Yard and Ghent	40	40	40	40	40	40	30	30	20	40	35	30	25	20
8	Ghent and Ambrose	25	25	25	25	25	20	20	20	15	25	25	25	25	15
8	Ambrose and Klamath Falls	40	40	40	40	40	40	30	30	20	40	35	30	25	20
8	Alturas Yard and Lakeview	30	30	30	30	25	20	25	25	15	30	25	25	20	15
	Through Crossovers, turnouts and on sidings	15	15	15	15	10	10	10	10	10	15	15	15	10	10
See Note	Relief trains with steam derricks							25							
See Note	Trains handling logs loaded on flat or logging cars, Tangent track							25							
	Trains handling logs loaded on flat or logging cars, Curved track							20							
4, 5	Dredger fills, Worden and Klamath Falls	50						35							
6	Dredger fills, Wocus and Ouxy	50						35							

Note: Respect freight train restrictions where slower speed prescribed.

Trains must not exceed fifteen miles per hour Klamath Falls yard between Sixth Street Viaduct and Main Street crossing.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains.

Dead or disabled engines running under own steam (except yard engines) will not be moved to exceed following speed:

When main rod only is removed..............30 miles per hour
When side rods only are removed............30 miles per hour
When both main and side rods are removed...20 miles per hour

Yard engines dead in train or running under own steam, must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

Engines using wye at Hornbrook must not exceed speed of 8 miles per hour.

Eastward trains must not exceed 15 miles per hour over switch at Barnard and 10 miles per hour when making switching moves.

Trains handling logs must not exceed six miles per hour through tunnels and over the following bridges:

Sprague River Bridge, West of Chiloquin.
Dry Canyon Viaduct between Hotlum and Bolam.
Klamath River bridge, east of Klamathon.
All crossings over Sacramento River except 2d, 4th, 5th and 18th crossings.
First and Second crossings Pit River, Lakeview Branch.

Speed must be reduced to fifteen miles an hour when delivering ice, mail or bundles of papers.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	Miles per hour
Red Bluff	12
Redding	15
Chiloquin	25
Klamath Falls, Main St.	15

STRUCTURES LESS THAN STANDARD CLEARANCE

M.P.	BETWEEN		Structure	Height	Crossing
276.6	Kennet	Pitt	Tunnel No. 2	17′ 5½″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 2″	
286.4	Elmore	Antler	Bridge No. 3	21′ 9¼″	Sacramento River
288.9	Pollock	Antler	Tunnel No. 6	21′ 2″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 2½″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 00″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 8⅝″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Fisher	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Fisher	Tunnel No. 9	17′ 8″	
306.7	Fisher	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Fisher	Sims	Tunnel No. 10	18′ 1″	
308.6	Fisher	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
317.6	Castle Rock	Castle Crag	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crag	Bridge No. 15	21′ 9″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′ 00″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 00″	
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 00″	
414.6	Viaduct	Wall Creek	Tunnel No. 14	18′ 3″	
415.2	Viaduct	Wall Creek	Tunnel No. 15	18′ 6″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 4″	
407.8	Dorris	Calor	Tunnel No. 1	21′ 4″	
410.0	Dorris	Calor	Tunnel No. 2	21′ 4″	
427.1	Texum	Klamath Falls	Highway Bridge	21′ 11″	S. P. Tracks
456.0	Lobert	Chiloquin	Bridge	21′ 10″	Sprague River

Steinman and Sims water tanks, impaired side clearance.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing these points and that they must protect themselves from injury.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Dunsmuir	Dr. A. H. Newton	District Surgeon.
Mt. Shasta	Dr. Paul Wright	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Surgeon.
Montague	Dr. G. W. Dwinnell	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hornbrook	Dr. F. B. Lucas	District Surgeon.
Hilt	Dr. Jos. Langer	District Surgeon.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Red Bluff	Dr. F. L. Doane	District Surgeon.
Cottonwood	Dr. R. G. Frey	District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. J. E. Taylor	District Surgeon.
Redding	Dr. C. A. Mueller	Assistant District Surgeon.
Redding	Dr. C. D. Sewall	Acting District Surgeon.
Dorris	Dr. Paul Baron	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Surgeon
Klamath Falls	Dr. Chas. V. Rugh	Assistant District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. R. W. Oldenburg	Asst. District Surgeon.
Chiloquin	Dr. B. E. Peden	District Surgeon.
Alturas	Dr. John Stiles	District Surgeon

HOSPITALS

GENERAL HOSPITAL................................SAN FRANCISCO, CAL.
S. P. HOSPITAL................................SACRAMENTO, CAL.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS

GERBER	KENNET	MT. SHASTA	MONTAGUE	ASHLAND
REDDING	DUNSMUIR	WEED	HORNBROOK	KLAMATH FALLS
DUNSMUIR YARD	ALTURAS	ALTURAS YARD	CRESCENT LAKE	

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	....	....
Baggage—66 ft.	127,610	....	....
Baggage—70 ft.	122,620	....	....
Baggage	....	87,120	81,120
Baggage—(Dynamo)	98,730	....	....
Baggage and Mail—60 ft.	103,620	....	....
" " " —69 ft.	124,760	....	....
" " " —70 ft.	129,140	....	....
" " "	....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Baggage—(CM&StP)	125,000	....	....
Express Refr.—(NP RR)	....	74,000	60,000
" " —(GN RR)	....	....	70,000
" " —(A.R.E.) No. 40- 154	....	78,000	....
" " — " " 155- 224	....	89,000	....
" " — " " 500- 506	....	110,000	....
" " — " " 1101-1175	....	85,000	....
" " —(P.F.E.) " 500- 799	....	83,000	....
Tea and Silk	....	....	48,180
Express, Horse	133,050	....	81,033
Postal	112,120	....	....
Postal Storage—40 ft.	74,530	....	....
Postal Storage—60 ft.	105,120	....	....
Club	146,210	122,300	....
Official	170,700	155,370	109,370
Official (CM&StP)	141,000	....	....
Chair	100,620	....	84,740
Coaches—60 ft.	98,130	....	....
Coaches—70 ft.	137,640	....	....
Coaches—72 ft.	139,660	....	....
Coaches—73 ft.	148,040	....	....
Coaches—72 ft. Interurban	120,000	....	....
Coaches—(CM&StP)	133,000	....	....
Coaches	....	....	81,210
All-Day Lunch—Chair	105,970	....	....
All-Day Lunch—Coach	103,875	....	....
Cafe-Coach	....	....	117,200
Diner—70 ft.	....	135,930	131,040
Diner—72 ft.	155,330	146,930	134,530
Diner—77 ft.	157,240	165,530	....
Diner—79 ft.	169,100	....	....
Cafe-Observation	148,950	....	128,550
Observation	....	141,870	121,300
Pullman—Observation	163,600	153,000	....
Pullman—Parlor	155,600	147,500	....
Pullman—Standard Sleeper	164,600	144,000	....
Pullman—Tourist	140,600	133,000	....
CM&StP—Tourist Sleeper	141,000	....	....
Rail Car—Gas and Electric	143,360	....	....
Rail Car—McKeen—55 ft.	64,140	....	....
Rail Car—McKeen—70 ft.	71,530	....	....
Observation (Open Top)	....	....	62,000

RATING OF LOCOMOTIVES

(In M's of 1000 Pounds Back of Tender)

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood / Dunsmuir to Black Butte	Snowdon to Edgewood / Edgewood to Hornbrook	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls / Crescent Lake to Mt. Hebron	Klamath Falls to Crescent Lake	Klamath Falls to Alturas	Alturas to Klamath Falls
				Single	Single	Single	Single	Single	Single	Double Hooker Hill	Single	Single	Single	Single	Single	Single
T-1	T-63 20/26 112	2235 to 2273	180	410	680	1320	910	1320	2360	2600	1050	1600	3250	1850	1550	660
T-26	T-69 21/28 152-S	2283 to 2300	200	....	800	....	....	....	....	....	1350	2000	4100	2350	....	....
T-23	T-63 21/28 148-S	2301 to 2310	210	590	1010	1930	1350	1930	3430	3780	....	....	....	....	....	....
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2120	1480	2120	3770	4140	1750	2600	5250	3050	2450	1050
C-9, 10 C-9, 10	C-57 22/30 200-SF C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	800	1260	2380	1670	2380	4190	4610	1950	2950	5850	3400	2750	1200
C-8	C-57 22/30 192-S	2698 to 2749, 2751														
C-5	C-57 22/30 187-S	2624 to 2679														
C-5	C-57 22/30 185-S	2680 to 2693														
C-5	C-57 22/30 180	2624 to 2679	200	690	1100	2100	1470	2100	3730	4100	1700	2550	5150	3000	....	....
C-5	C-57 22/30 178	2680 to 2693														
MK-2, 4 MK-2, 4	MK-57 23¾/30 206-S MK-57 23¾/30 206-SF	3200 to 3240	210	930	1470	2780	1950	2780	4910	5400	....	....	....	....	....	....
MK-5, 6	MK-63 26/28 210-S	3241 to 3277	210	970	1550	2950	2050	2950	5300	5800	....	....	....	....	....	....
F-1	F-63 27½/32 273-S	3600 to 3652	200	1160	1800	3300	2430	3300	6100	6700	2800	4300	8000	4950	....	....
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	1250	2000	3930	2600	3700	6960	7650	3200	4900	8000	5650	4850	2150
F-5	F-63 29½/32 306/B-62-SF	3764 to 3768														
F-6	F-63 29½/32 314/B-61-SF	3769														
AC-1, 2, 3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	1350	2200	4830	2900	4300	8000	....	3350	5550	8000	6400	5200	2350
MC-2	MC-57 $\frac{26-40}{30}$ 394	4000 to 4016	200	1350	2200	4830	2900	4300	8000	....	3350	5550	8000	6400	5200	2350
MC-4	MC-57 $\frac{26-40}{30}$ 398	4017 to 4028														
MC-4	MC-57 $\frac{26-40}{30}$ 401-S	4029 to 4043	200	1350	2200	4830	2900	4300	8000	....	3350	5550	8000	6400	5200	2350
MC-6	MC-57 $\frac{26-40}{30}$ 395-S	4044 to 4048														
MM-2	MM-63 $\frac{25-38}{28}$ 320-SF	4201 to 4211	200	1130	1650	3510	2450	3250	6270	6890	2600	4400	8000	5050	....	....
AM-2	AM-63 $\frac{22-22}{28}$ 320-SF	4200 to 4211	210													
MT-1,3,4,5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1660	3340	2310	3240	6220	6850	2500	3850	7800	4500	....	....
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5015	225	1440	2300	4750	3140	4350	8000	....	3650	5400	8000	6250	5550	2450
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF	5016 to 5048														
Allowance for Empty and Underloaded Cars		Less than 40 M's	..	3	3	3	3	3	6	6	3	3	6	6	3	3
		40 M's to 50 M's	..	0	0	0	0	0	3	3	0	0	3	3	0	0
		More than 50 M's	..	0	0	0	0	0	0	0	0	0	0	0	0	0

TRAINMASTERS

H. G. McCARTHY.................... Dunsmuir, Cal.
H. A. SPRAGUE.................. Klamath Falls, Ore.
G. H. KILBORN.................... Dunsmuir, Cal.
G. W. ROSE, Asst. Trainmaster.... Crescent Lake, Ore.

CHIEF TRAIN DISPATCHER

M. A. WALLACE.............. Dunsmuir, Cal.

ASSISTANT CHIEF TRAIN DISPATCHERS

T. F. CUSTER................. Dunsmuir, Cal.
P. B. BELL.................... Dunsmuir, Cal.

ROAD FOREMAN OF ENGINES

A. CARR, Dunsmuir, Cal.

J. J. SULLIVAN,
Assistant Superintendent.

MAP OF THE
SHASTA DIVISION
SOUTHERN PACIFIC COMPANY
AUGUST 5. 1926
JFM
SCALE OF MILES
0 5 10 20 30 40
OREGON
CALIFORNIA
CASCADE NATIONAL FOREST
DESCHUTES NATIONAL FOREST
GREAT SANDY DESERT
UMPQUA NATIONAL FOREST
CRATER LAKE NATIONAL PARK
CRATER NATIONAL FOREST
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
SISKIYOU NATIONAL FOREST
KLAMATH NATIONAL FOREST
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
TRINITY NATIONAL FOREST
LASSEN NATIONAL FOREST
PLUMAS NATIONAL FOREST
MT. SHASTA 14,380 FT.
DUNSMUIR
KLAMATH FALLS
ROSEBURG
REDDING
RED BLUFF
LAKEVIEW
ALTURAS